



THE NORTHEASTER

NORTH EAST REGION, CIVIL AIR PATROL

Col Robert Diduch, Commander
North East Region

Sept, 2006

Maj Dennis Murray
Editor

September 11, 2001 or 9/11

September 11, 2001 or 9/11 as most of us refer to it these days, will forever be etched in our minds the events that took place on that day. America was attacked and many people suffered in our great nation and around the world. We can put numbers on the dead and missing, but the suffering goes far beyond those numbers. All of us know someone or we are that someone who lost a loved one in this attack on our country. All of our lives have been changed forever.

As we read this newsletter, we see that life goes on, no matter what has happened to us and our loved ones in the past. There is nothing we can do to change the past but we can make a better future. Civil Air Patrol is one group that makes a difference in our lives and in the lives of our children and grandchildren. It is our duty and right to teach our future generations that "Freedom is not free." We cannot pass on to them the right to live a free life, they must insure they have that right themselves by understanding as much as possible about this country and what has made it free.

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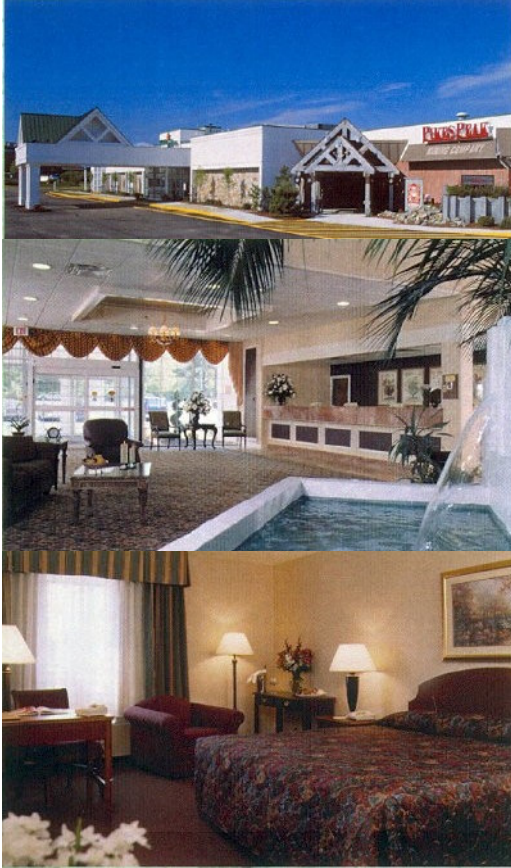
Civil Air Patrol members have the opportunities to make this a better world. We do it by example. When I saw our cadets and officers working side by side with the Scotland cadets and officers last year at Maine Wing Encampment I began to see just how we affect people worldwide. Read about the New Mexico Native American Work Trip on page 8 of this newsletter and see how our cadets help other areas in this great country. Page 10 & 11 will tell you of the trip to Scotland this year and all of the kindness extended to our members by the ATC members. If you have the time and desire, explore the different Wing Newsletters in our region and throughout the nation. After I have seen a couple of hours of the Mainstream News Media on what that they think is wrong with our nation, it is a boost in my moral to see all of the good that is done in Civil Air Patrol. We are not perfect but the closest thing to it that I have seen. When I see a cadet placing a wreath on a veteran's gravesite in Arlington, then stand and salute the fallen veteran, I know in my old age there will be leaders to carry on the traditions of this country.

This year, all squadrons from around the country will have the opportunity to see and feel this pride I have for these cadets with **"Wreaths Across America"** going nationwide. You'll be seeing more on this soon.

Maj. Dennis Murray, -Editor

**Coming Events 14
IG School 15
Plus a lot more!**

Hot Off The Wire!



North East Region Conference 2006 Holiday Inn

31 Hampshire Rd.

Mansfield, Massachusetts 02048

November 10-12, 2007

Registration Information

The NER Registration package #1 includes the following:
Room rental for two nights; Breakfast Sat. and Sun. mornings; Lunch Sat.; Banquet Sat. evening; and registration fee.
There is no charge for parking.

1 person per room = \$290.00

2 persons per room = \$400.00(\$200.00 per person)

3 persons per room = \$530.00(\$177.00 per person)

4 persons per room = \$640.00(160.00 per person)

The NER registration package #2 includes the following:
Room rental for Sat. night only; Breakfast for Sat and Sun.;
Lunch on Sat.; Banquet Sat. evening; and registration fee.

1 person per room = \$210.00

2 persons per room = \$320.00(160.00 per person)

3 persons per room = \$445.00(148.50 per person)

4 persons per room = \$585.00(146.50 per person)

Registration forms must be received by Sept 30, 2006 for the above prices.

Registration forms received between Oct.1 to the 15th will be at the following prices.

THE NORTHEASTER Northeast Region Newsletter Civil Air Patrol

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Package #1: 1 person per room = \$320.00

2 persons per room = \$430.00

3 persons per room = \$560.00

4 persons per room = \$670.00

Package #2 1 person per room = \$240.00

2 persons per room = \$350.00

Registration deadline is October 15, 2006

Registration forms will be mailed to: NER CAP, P. O. Box 16132,
McGuire AFB, NJ 08641-6132

Checks should be made payable to: **NER CAP**. Full payment should accompany registration form found on the North East Region Web Site at: <http://ner.cap.gov/conference/>

Please note that there are some very attractive package rates as well as 'a la carte' options available. The conference Project Officer is **Capt Bill Ward**. He can be reached by email at: n2put@usa.com

Additional information with directions, maps coupons at the hotel, etc can be found on the web site above. In my opinion the Holiday Inn is the "Best kept Secret" in Mansfield, MA
-Editor

Hotel Safety

In terms of safety the best things you can do are prevent, prepare and react. I bet you can't guess what the number one predictor of who will have an aircraft accident is in CAP. I will even give you three guesses. No, wrong, nope. It is the number predictor of who will have an aircraft accident is (drum roll please) the number of levels completed in the Professional Development program. Eighty percent of aircraft accidents happen with pilots who have completed only Level 1. As you can imagine it would have to drop dramatically to cover the remaining four levels and it does. But as training continue to go up, accidents continue to go down. Since you are already here you can't take SLS before morning, and we ask you not to fly aircraft in the lobby we must focus on prepare. There are a number of preparations you can take to make your stay at the conference safer.

Personnel – When you first arrive know how many are in your party and who they are. Have a rendezvous place outside of the hotel. If the hotel need to be evacuated you can account for each other there. You don't want to pick the lobby. Fifty-seven other groups are gathering there and that may be where the fire is. You do not want to pick the vehicle you came in because it may have been moved since you arrived and all our white vans look alike anyway. Yes the hotel has security personnel but there are a lot more conference attendees than hotel security. If you see something strange or unsafe report it to the hotel staff immediately. Somebody is bound to say, "It's not my problem" or "It is not my job". Yes it is! Safety and security is everyone's job. CAP members take care of each other.

Devices – The phone is the most obvious device. You can use it to report safety or security concerns. Deadbolts should be used whenever you are in your room. They should not be used to prop doors open while you run to the ice machine. While you're gone others can get into your room. When you return you lock yourself in with an intruder. Safety deposit boxes are another device. The hotel has them, use them. If you have expensive items you are not using all the time or you have hard to replace documents like a passport, ticket, your Spaatz Award put them in a safety deposit box.

When you arrive – Locate two exits from your room and from your hall. Know how many door frames are between your room and the exits. You may need to feel your way down a dark or smoke filled hall. Learn how to turn off the air conditioner in your room. It may help keep smoke out of your room. Always keep your key handy. You may need it and you don't want to have to go back for it. Know where the fire alarms and fire extinguishers are. By the way fire alarms can be a life saving device in the event of a personal attack as well.

Meeting space – In an emergency evacuation 80% of people try to get out through the door they came in. In meeting space chances are you all came in through the same door. At the Station Night Club fire everybody ran for the front door. Somebody fell, tripping others and the door became blocked. One hundred people died. When you arrive at a meeting know where a second exit is. Think of it as your primary exit in an emergency. When the room is filling with smoke it is no time to try and figure out where the "other exit" is. Even if you have prepared, you may have to react. The most likely event you will have to react to is a fire.

If you find a fire – Sound the alarm! Close doors around the fire as you leave. Take your key. But never go back into a dangerous situation to get it.

If you hear an alarm – Listen to the hotel PA system for instructions. Take your key. Feel doors for heat before opening them. Exit into the hall if it is smoke free. Use the stairs not elevators.

If you can't leave your room – Don't enter a smoke filled space. Inform the hotel operator of your location. Remove drapery from windows. Turn off your air conditioner. You can also put wet towels over the air-conditioning unit and under the doors to keep smoke out. Keep water handy to remoisten cloths (remember those drapes you just took down). In the event of **any emergency** the most important thing you can do is STAY CALM. Your commander will tell you when you are authorized to panic and run around and scream like a little child.

Col Bryan Cooper

NER Director of Professional Development

**No Safety, Know Pain
Know Safety, No Pain**

New York Wing Commander Credits Interest in Flying to Fighter-Pilot Dad

New York's new wing commander, Col. Ken Andreu, is a mission pilot who credits his interest in aviation to his fighter-pilot father, Andre. "My father began his aviation career flying Spitfires with the Royal Air Force Eagle Squadron before the United States entered the Second World War," the colonel said. "After the war, he became an Air Transport pilot flying for the major airlines during a period when Hollywood actors wished they could be glamorous airline pilots." Spending time as a cadet in the White Plains Squadron in the 1960s, Colonel Andreu returned to the Civil Air Patrol as an adult in the 1980s. He found CAP to be an organization that would "allow me the opportunity to give back and make a difference" while continuing his father's legacy, he said.



He became squadron commander of Westchester Hudson Composite Squadron and later commander of South East Group, covering six squadrons in Westchester, Putnam and Dutchess Counties. He has completed the Squadron Officers School from the Air University at Maxwell Air Force Base, Alabama, and the National Search and Rescue School at the Yorktown Coast Guard Station, Virginia. Today, as wing commander, Colonel Andreu oversees nine Groups, 50 squadrons and 2,400 members all across New York State. An educator by profession, Colonel Andreu holds a Masters of Science in Special Education and a PD in School District Administration and Supervision from the College of New Rochelle.

A native and resident of Valhalla, he attended elementary school in Chappaqua and then Archbishop Stepinac High School in White Plains. He earned a Bachelor of Arts from the State University College at Oneonta. The Civil Air Patrol is a family affair for the Andreus. Wife Marcia is a registered nurse who often gives up her time to teach the cadets and seniors First Aid and CPR. Daughter Jessica is a cadet 1st lieutenant and former cadet commander of the North Castle Squadron. Sons Travis and Geoffrey are both cadets at the Westchester Hudson Composite Squadron. Vice commander of the wing under the immediate past commander, Colonel Andreu is an incident commander, search-and-rescue and disaster relief mission pilot, and counter-drug mission pilot. He played a key role in developing an aerial surveillance program of the New York City Catskill-Croton Watershed and Aqueduct system. Called DEP/CAP, it is a joint program with the New York City Department of Environmental Protection. On Sept. 12, 2001, the day after the terrorist attacks on the World Trade Center, there were few aircraft in the skies of New York. Two of those aloft were a DEP helicopter and a CAP Cessna flying along the watershed. The Cessna was flown by Colonel Andreu and Capt. John Sweeney. "One of my goals as wing commander is to revisit the DEP/CAP program with newly acquired technology and aircraft," Colonel Andreu said. Another goal, he said, is to establish a CAP Flight at Piseco Airport that would be attached to Mohawk-Griffiss Senior Squadron further upstate at Griffiss Technology Park, a former Air Force Base in Rome. "While the one constant has been the dedication and professionalism of our members," he noted, "this is not your grandparents' Civil Air Patrol. Yes, we do still fly general aviation propeller-driven aircraft and utilize observers to spot downed ground targets. However, as with the regular U.S. Air Force, there has been a vast leap in the technology that is utilized for the mission." "Case in point," he continued, "in the 1990s we utilized SSTV, or Slow Scan Television, from Cessna 182s. This technology recorded a picture of a target from the air, digitally broke it down by pixels and sent it via VHF to a ground receiver that reconstructed the image. This allowed for real time evaluation by the Incident Commander and Ground Base staff of the target. CAP sent images like this to the State Emergency Management Office (SEMO) in the aftermath of the 1998 Northern Tier Ice Storm. However, the target could be a downed aircraft, a lost child in a wilderness area, an illegal field of marijuana on state lands, a bridge in danger of collapsing from flash flooding, or a HAZMAT site. "Today we have SDIS, or Satellite Digital Imaging System, affectionately called 'Sids', that we use from a Cessna 206 or a new Glass Cockpit Cessna 182. 'Sids' captures images on a computer and sends that image via satellite to any other computer with a satellite receiver like an email attachment. "As well, we operate the ARCHER Hyper Spectral Imaging System that fits into a larger eight-seat aircraft known as the Gippisland GA-8. The ARCHER system keys into different wavelengths along the Electromagnetic Spectrum allowing observers to work beyond and below visible light." Especially with advances in tech-

nology, he said, CAP prides itself with working well with other agencies, “from FEMA to the American Red Cross.” “We are currently engaged with the 174th Fighter Wing (out of Hancock Air National Guard Base in Syracuse) in a close-air-support (CAP/CAS) program, which trains forward air controllers for deployment to combat zones,” he said. “We work with the New York State Department of Environmental Conservation to locate missing persons, from lost hikers to Alzheimer patients wandering lost. We have been very active for decades with local law enforcement and Drug Enforcement Administration to search out illegal cannabis cultivation. “We are activated weekly, sometimes daily, by the Air Force Rescue Coordination Center at Langley Air Force Base, Virginia, to search for an ELT (Emergency Locator Transmitter) or EPIRB (Emergency Position Indicating Radio Beacon). Aircrews and ground teams utilizing Radio Direction Finding equipment track down the signal, often to an airport or a marina. But sometimes, it’s the real deal, and lives can hang in the balance. This is what our Emergency Services personnel train for.” He said he was excited about the wing’s cadet program. “We work with adolescents from 12 years to young adulthood, teaching aerospace subjects, emergency services, moral leadership and military discipline,” he said. “New York Wing runs a summer encampment for 10 days at Stratton Air National Guard Base (in Scotia), home of the 109th Airlift Wing. This is the only base in the Air Force that possesses the ski-equipped LC-130. Its polar airlift mission supports the National Science Foundation both in the Arctic and Antarctic. The many opportunities of the cadet program broaden our cadets and expose them to experiences they won’t find at the mall.” He added: “Civil Air Patrol has technologically evolved since it was established one week before Pearl Harbor was attacked. But the character and selflessness of the CAP volunteer has been the beacon that has guided and sustained the organization longer than its parent, the United States Air Force, has existed.”

NY Chief of Staff Is Now Wing Vice Commander

Lt. Col. Mark Caiello, New York Wing’s chief of staff for the past year and a half, is the new wing vice commander. The Syracuse resident just completed 30 years of service with the Civil Air Patrol. He has been squadron commander, deputy group commander, and deputy wing inspector general. He has received numerous commanders’ commendations and has received the Gill Robb Wilson Award for completing Level V training. Lt. Colonel Caiello sees his role as an opportunity to work with the new wing commander and staff “to assist membership in achieving their goals” and “to create an environment where our talented members can share their expertise in leadership roles” around the wing. “Continuing the work toward a ‘ONE wing’ mentality will only strengthen our programs and provide a safe and standard foundation for our members’ training and achievements,” he said. The wing encompasses nine Groups, 50 Squadrons and 2,400 members across the state. An avid coin collector, he is an



active in a number of numismatic associations. He is treasurer and past president of the Empire State Numismatic Association, president of the Mismatic Coin Club, past president of the Syracuse Numismatic Association, and a life member of the American Numismatic Association. In fact, his passion for the hobby led Lt. Colonel Caiello to start his own business after working for 20 years for Home Insurance Company, where he was northeast regional operations manager. He operates a store in Liverpool, NY, dealing in rare coins, precious metals commodities and jewelry. A graduate of Christian Brothers Academy in Syracuse, Lt. Colonel Caiello received an associate’s degree in business administration from Onondaga Community College and went on to take numerous management courses during his tenure with the insurance industry. He and his wife, Cindy, have a son, Steven, and a daughter, Ashley, who reside at home, and another daughter, Amy, who recently completed four years of service with the U.S. Air Force, including a tour of duty in Kuwait and Qatar. She now resides in Melbourne, FL, with her husband who is stationed at Patrick Air Force Base. They have a 9-month-old daughter.

Wreaths Across America



Civil Air Patrol Members:

2006 will mark the 15th anniversary of holiday wreaths being sent from the State of Maine to Arlington National Cemetery. Each year the folks at Worcester Wreath Company, along with many volunteers, make and decorate the wreaths that will adorn the headstones of over 5000 grave markers of our Nations fallen heroes. If you have ever seen the photos of row after row of bleached white stones, with evergreen wreaths and red bows it is a stirring image to commemorate those who made the ultimate sacrifice for this great country.

Spurred by a tremendous outpouring of support and to celebrate the 15 years of giving, **Worcester Wreath** and **Civil Air Patrol** would like to expand the reaches of the wreath laying program by the placing of memorial wreaths at each of the over 270 State and National Cemeteries, and Monuments across the country.

If you and your members are interested in participating in this ceremony for your State or local community, please contact Program Directors **Maj. Wayne Merritt** or **Maj. Dennis Murray** as soon as possible and before the registration deadline of **September 30th, 2006**.

The Wreath-laying at Arlington National Cemetery and across the Nation will take place in synchronization at noon (EST) on Thursday, December 14th, 2006.

Each participating unit will receive a **Wreaths Across America** Ceremony Guide, and memorial wreaths, free of charge, for each designated location.

Please make sure you include your up-to-date email and telephone contact information so we can begin preparations for all participating units. Experience shows us this is a great project to have cadets involved in as well as officers.

Please help us expand the recognition of those who have served our country, both past and present, as well as their families who deserve our support. Without the sacrifices of our veterans, there would be no opportunity to enjoy the freedoms available today in this great country.

Sincerely,

Co-Directors of **Wreaths Across America**

Maj Wayne Merritt

(207) 483-2039 (Project HQ)

(207) 598-7527 (cell)

wmeritt@mewg.cap.gov

Maj Dennis Murray

(207) 483-2039 (Project HQ)

(207) 214-9844 (cell)

dmurray@mewg.cap.gov



You make us Proud!



COL. DON DAVIDSON TO TAKE COMMAND OF NH WING

On Saturday, Sept. 23, 2006 in a change of command ceremony presided over by Col. Robert Diduch, command of the New Hampshire Wing will be passed from **Col. Margie Sambold to Col. Donald Davidson.**

Col. Davidson became involved in CAP as a cadet in 1954 in Nashus, NH and attended his first encampment at the former Grenier Field in Manchester, NH where Manchester Airport now stands. He made his first solo on his 16th birthday and received his private pilot's license about a year and a half later. He became a CAP senior member in 1958 and was qualified as one of NHWG's youngest pilots. Davidson spent the next 16 months flying for the NH Wing while awaiting the start of his AF Aviation Cadet Flight Training Class 61-D in 1959. He was commissioned a 2Lt. In November of 1960 upon graduation from Jet Flight School and became qualified as a copilot in C-97G Stratocruisers with the NH Air National Guard (NHANG). Due to the building of the Berlin Wall the NHANG was activated in the summer of 1961 and Don spent the next 12 months flying for the USAF's Military Airlift Command. He continued as a pilot with the NHANG until 1971.

After release from active duty in 1963 he was hired by Eastern Airlines and spent the next 29 years flying everything from DC-7's to L-1011's. Upon the demise of Eastern Airlines in 1991, Don became involved with USAfrica which flew from Washington, DC to Johannesburg and Capetown in 1994. Unfortunately USAfrica ceased operations in 1995. In his aviation career of 12+ years with the USAF/NHANG and 32 years as a commercial airline pilot, Col Davidson has accumulated over 25,000 hours in the air, and he is still flying.

Don left active participation in CAP in the 1960's but was persuaded to return in 2005, by LtCol. Ray Lyon who knew him as a cadet. As a result of his experience with "glass" cockpits he became involved with NHQ to develop training for this new technology. Don was asked to go to the Cessna factory for G-1000 training and return with observations and recommendations for the CAP program. Davidson is qualified in all NH Wing and NER aircraft as was director of operations of NH prior to becoming the wing commander.

Penny H. Hardy
Maj., CAP
NH Wing PAO

Harley Winner Announced!

Mr. Ray Brasslett, the manager of the Brewer, Maine, "Mardens," allowed Bangor-Brewer Composite Squadron to sell raffle tickets at his store and personally bought two tickets. His generosity has netted him a **2006 Harley Fat Boy with Air Force paint.** We contacted him on September 10 at 12:15 with the good news. He decided to take the bike instead of the cash. He has agreed to have Kathy Spaulding and cadets from Bangor-Brewer Squadron present for a photo opportunity and press release when he picks up his bike. **Congratulations Ray!**

The **Sea Plane Association** pilots and members had nothing but high praise for the involvement of Col. Pellerin, Major Merritt and the Cadets and showed their appreciation by supporting the raffle. Many made comments that even if they did not win they were happy to support MEWING because they couldn't hold the Greenville Sea Plane Fly-IN event without us.

Thanks to all that helped with the raffle and a special thanks to **Col. Jordan, Lt. Spaulding and the Bangor Brewer squadron** for not only selling the winning ticket but for taking the time to sell the most tickets.

Ted Kryzak Capt. CAP
DCP MEWING

2006 NEW MEXICO NATIVE AMERICAN WORK TRIP



Pennsylvania Civil Air Patrol cadets, take a short break before a joint flag retirement ceremony with the Zuni's Vietnam Veterans.

Article written by **PA Wing**, senior member, **Mary Lee Reiff**;

Assisted by **First Lieutenant Linda A. Irwin**

"An experience of a lifetime" would only begin to describe the exciting trip twenty-one CAP cadets and eight seniors from five squadrons took to the Zuni Indian Reservation in New Mexico in July of 2006. The trip began with a flight to Kirtland AFB provided by a Navy C-9 aircraft from Willow Grove, PA. The group spent the evening at the University of New Mexico and drove to the Zuni Reservation the next day. From our first day at Zuni until the last, the partnership we experienced with this special community was one of fellowship, sharing and fun, along with a good deal of hard work. The week began by meeting with the Tribal Council. The Council members were very impressed by the cadets and their desire to partner with the Zuni people. Following the meeting, the work began on a variety of projects. Among the tasks the cadets per-

formed were renovations to a handicapped man's home which had been partially destroyed by fire, cleaning the sacred Zuni Cemetery, helping to build bread ovens and dismantling a Kiva (a room used by native Americans for their religious rituals) that will be reconstructed later. But the main task was to refurbish a building to be used as a veterinarian clinic. Because there are no veterinarians working in Zuni, a group of volunteer veterinarians and technicians from the Philadelphia area will spend a week on the reservation in October. They will have the use of the refurbished building to perform hundreds of procedures. While most of the week was spent working on our projects, we were also treated to wonderful Zuni hospitality through a community dinner, a trip to the Zuni's sacred mountain, cultural exchanges, a visit to an eagle sanctuary, volunteering at the community's health fair and a special "thank you" luncheon. One special highlight at the end of the week was a joint flag retirement ceremony with the Zuni's Vietnam Veterans and our cadets and seniors. While the cadets were cleaning the Zuni Sacred cemetery, one of our cadets found a number of American Flags which needed to be retired. At the end of the ceremony, a new American Flag was presented to the President of the Zuni Vietnam veterans Association to be placed back on one of the Veteran's grave. The entire ceremony proved to be a very moving experience for all of us. For their hard work and dedication, the cadets were treated to a day at an amusement park and a ride on the longest tram in the world located at Sandia Peak, which is at an altitude of over 10,000 feet! The ride back to Willow Grove Naval Air Base was also in a beautiful C-9 aircraft provided by the U.S. Marines. This is the 12th year the cadets have traveled to the southwest area on these work trips coordinated and lead by Pennsylvania Wing's Special Projects Officer, Captain Dan Pompei. These CAP trips are sponsored by ANA, ("Americans for Native Americans"), a non-profit organization in Doylestown, Pennsylvania which partners with the Native Americans in the southwest. All cadet expenses are provided by ANA for their hard work and dedication. "This educational trip incorporates not only an opportunity to witness and learn about aerospace through the direct contact with aircrews from the Navy and Marines, but to have the educational interaction and self gratification of assisting our fellow Americans," said Col. Allen Applebaum, Commander of the Pennsylvania Wing. "This trip will be one trip that our cadets will not soon forget. I am very proud of this team and of all they have accomplished on this trip," continued Commander Applebaum.

Vermont Wing



Left to right) Vermont Lieutenant Governor Brian Dubie; C/LTC. Noah Schill and USAF Thunderbird #8 Major Tad Clark

Trent Schill were both promoted to the rank of Cadet/ Lieutenant Colonel by Vermont Lieutenant Governor Brian Dubie and USAF Major Tad Clark, Thunderbird #8, Advance Pilot and Narrator for the USAF Demonstration Flight Team.

2LT Iain Chaplin
Public Affairs Officer

South Burlington, Vermont - During the Inaugural meeting of the Vermont Aviation and Aerospace Association, held at Heritage Aviation in South Burlington, VT., two members of the Burlington Composite Squadron received a very special honor for completing the requirements for their Aiker Award. Cadet/ Major Noah Schill and his brother Cadet/ Major



(Left to right) Vermont Lieutenant Governor Brian Dubie, C/LTC. Trent Schill and USAF Thunderbird #8 Major Tad Clark.



CAP - BAY Where Shopping is always Free



Squadron Commanders, Supply Officers and Logistic Officers this area is for you to consider. In every squadron throughout the Region, we have items that are not used in the squadron. Something my squadron has and is not being used might be just what another squadron is looking for. This is an area of the newsletter that may be of some help. Send us the item or items your squadron needs and maybe another squadron has those extra items they can trade you. Send all requests and information to dwmurray1@verizon.net and I will include it in the next issue of "Northeastern." This is not a classified area so do not send items you are selling, only items you are willing to trade or get out of your inventory. Example advertisements are below.

Maj Dennis Murray, Editor

Medium BDU's. We have large and small. Contact Capt Judy Murray LO, St Croix Composite Squadron. 207-427-3421 or ladydowneast@verizon.net Tell me what you are looking for and let's see if we can trade.

Tent to sleep 20-25 or several smaller tents. Contact Capt Judy Murray LO, St Croix Composite Squadron. 207-427-3421 or ladydowneast@verizon.net Tell me what you are looking for and let's see if we can trade.

Camping Pots & pans. Contact Capt Judy Murray LO, St Croix Composite Squadron. 207-427-3421 or ladydowneast@verizon.net Tell me what you are looking for and let's see if we can trade.

Nothing was received this quarter for the Newsletter. We will try one more quarter and see if anyone can use this area to their advantage. -Editor

MEWG Cadets & Officers Travel To Scotland

For their summer vacation, Maine Wing Officers and Cadets went to Scotland. Yes, the real, true, beautiful country of Scotland. Twenty one (21) great CAP cadets and nine (9) Officers traveled over the Great Pond to visit our ATC friends across the Atlantic. Leaving the heat and humidity of Maine and Boston, they boarded the British Airways airbus in the afternoon, for an overnight flight to Great Britain. They



Standing before the Ceilidh are Steven Martorano, Dustin Higgins, Corey Higgins, Todd Farley, Erick Ribeiro, Chris McCarthy and Joseph Martorano.

landed in Heathrow to catch their connecting flight, and then it was off into the great blue skies again to land in Edinburgh, Scotland. When they landed in Scotland, they were greeted by some of the ATC senior members they all remembered so fondly from last year's Maine Wing Encampment. Their suitcases claimed, they headed out to the vans to get started on our two weeks of fun and adventure. When they reached the HMS Caledonia, the Naval Base that they would call home for the next 14 days, they settled into their pre-assigned rooms, and then decided what to do for the next few hours, until that evening's activities. ATC Senior Member Collin Nicol took Lt Hall and Lt Baker out for a drive around the town and outskirts of Dunfermline, with a short trip to his house so they could meet his Staffordshire terrier, Rory. How glorious it must be to wake to the native sound of Scotland. Every night, the senior members would have a meeting to discuss the day's events and go over the agenda for

the next day. The first night, each of them volunteered for varying "jobs". Col Mark Webster and Lt Susan Hall chose to be the "Public Relations" people, thus another daily newsletter was born. Lt Hall somehow became the "official" photographer for the trip. She only took about 2,000 pictures. The participants were serenaded everyday with bagpipes and drums. The Tattoo Military Festival was being held in Edinburgh the same time they were over there. At least three bus loads of the participants were staying on the Base. They were able to hear them practicing several times a day. They all were struck with how similar Americans are to their Scottish counterparts. The patriotism, history, and pride in our respective countries were evident in all of us. Sharing that pride, standing side by side as cadets and officers and respecting each others' cultures was such a gratifying experience for all. As the days went on, they could see the melding of two organizations into one; the American cadets learned to drill the Scottish way, our American Officers exchanged ideas with their senior members, and both groups considered the primary focus was to turn our cadets into confident, productive leaders. Both countries cadets hung out, laughed, danced, drilled, and competed together. By the "Final Parade" to mark the end of Encampment, they worked together flawlessly, executing the drill moves the RAF way; it was as though they had been practicing together for months. When not involved in the on-base Encampment events, they were touring the exquisite country. One of their first "outside activities", as in "off-base," was flying radio-controlled airplanes. The cadets had a great time, as did the adults, and they had TEA (delicious, hot tea) on the field. Their next "aerospace activity" was at Leuchars Royal Air Force Base, where each person had the opportunity to fly in an acrobatic airplane, with the purpose of doing the stunts in the air! Loops, stalls, barrel rolls, and Zero-G's are something they will never forget in their lifetime. Everyday was a new adventure. They were taken to Edinburgh, where most of the officers and a cadet toured the Castle, while others shopped (some of the male cadets buying kilts!!) or ate. They walked along the shores of Loch Lomond, ventured into the mountains of the Highlands in Glencoe, saw heather growing wild on the rocks, and visited the Police College which is in an old, old castle. They

(Continued on page 11)



Civil Air Patrol Cadets and ATC Cadets in the Highlands

traveled to St. Andrews to visit the history of the ruins of the castle and the Abbey, parts of which date before 345 AD. In St. Andrews, many of them dipped their feet and knees in the cold North Sea; terrorized a few of the huge jellyfish, climbed and played on the sand dunes, and wrote their names in the sand. They walked across the Firth of Forth Bridge, seeing the connecting cities from a whole different angle, visited the “small” palace of Hope-toun House, where a certain officer and her cadet wandered into the “backyard” and had to have the groundskeeper come looking for them because everyone else thought they were lost! There were no signs saying we couldn’t be there, and the opportunity for some incredible pictures just beckoned Lt Hall. Just for the record, her cadet did get the last word in—“See, Mom, I told you we weren’t sup-

posed to be there!” They had a dance thrown in their honor—a ceilidh, pronounced kay-lee. It is a Scottish country dance. Most of the dances reminded them of our square dancing, but much more intense. One dance in particular lasts 20 minutes; Capt Ted Kryzak handled two of those dances. As the Scottish people consider kilts a source of pride, and wear them at most formal events, the Scotsmen had their kilts on, and a few of the ladies, too. It is a beautiful tradition; we are glad they have such a sense of history and pride in their heritage to continue wearing the original war uniform of their ancestors. Our American cadets who had bought kilts wore them to the dance—talk about fitting into the culture!! Even Col Treadwell surprised everyone by wearing the whole kilt outfit! They were treated to fish-n-chips which we are told are delectably yummy, haggis which was debatable in its yumminess, and tons and tons of TEA, which is yummy and soul satisfying no matter what time of day it is. They visited abbeys, churches, and the historic underground of Edinburgh to see how they lived centuries before in Mary King’s Close. They went to church the first Sunday; the second Sunday, Padre Patterson brought church to them at the squadron. They shot live ammunition, learned more about being safe with a weapon than many of them knew over here, and had a fun-day of caving, rope climbing, and archery. Lt Col Scott Higgins and Lt Susan Hall were “in charge” of one group of cadets that day. They decided to take a turn at the arrows. Lt Col Higgins effortlessly made a bulls-eye with his three arrows, while Lt Hall struggled to get her arrows barely onto the target! The American cadets now know that baseball is called “rounders”, football is soccer, kilts are cool, and leaving friends is still one of the hardest things to do. We think they realize the world is truly small when you have friends in another corner of it. Even the terrorist events of their last few days and the uncertainty of what was going to happen when they got to the airport couldn’t dampen the thrill of being over there. Everyone was so calm. We were so proud of our cadets and how they handled the news. They were true CAP through and through. Except for an almost 2 hour delay due to “diplomatic authorization” (checking against the U.S. to make sure they didn’t have any of those nasty terrorists onboard) in Heathrow, their trip home was uneventful. The sights, sounds, and fresh-air smells of that country will stay with them always. They saw places they could only before dream about, visited areas they had always read about, and stood upon the same soil as William Wallace (Braveheart), Rob Roy, and other great names in war history. They were welcomed with open arms and open hearts, treated like royalty and family, and they and the ATC learned so much from each other. With tears streaming down some members cheeks, they said goodbye to Fiona, Eion, Colin, Leslie, Zarene, Maury, John, Craig, and, of course, Lieutenant Mitchell and his wife, Flying Officer Anne Mitchell. There will now always be a Bridge of Friendship across the Great Pond. The “agony” of fundraising is well worth every effort put into it to see our cadets grow, learn, and experience another culture. We are raising a generation of leaders. They experienced it on this trip. Our cadets handled themselves with dignity, pride, and gratitude. CAP can be proud. America was well-represented.

Editor’s Note: This article was written by Lt Susan Hall in first person. It has been edited and changed for space considerations. You can read the entire story at: <http://mewg.cap.gov/uploads/files/Wing-Over%20September%202006.pdf> Thank you.

PAWG Squadron Leadership School (SLS)

November 4th and 5th, 2006

Squadron Leadership School helps develop a general understanding of the basic functions of a CAP squadron. The SLS is designed to: (1) enhance the senior member's performance at the squadron level. It is designed to provide the basic knowledge necessary to carry out the CAP mission at the squadron level and (2) to increase understanding of squadron operations.

Location: The November 4-5, 2006 SLS will be hosted by PAWG Group 3 and held at Willow Grove JNAS Base in Horsham, PA (Southeast Pennsylvania) .

How to register: Complete CAPF17, /Application for Senior Member Activities/ through your unit commander to the course director below. The senior member must have completed Level I and be currently enrolled in one or more specialty tracks. **CAPF 17 //Application for Senior Member Activities// is available digitally online in both Word and PDF format at http://capnhq.custhelp.com/cgi-bin/capnhq.cfg/php/enduser/std_adp.php?p_faqid=84**

Uniform / Dress: The uniform for daily classroom activities is appropriate CAP uniform (AF style, or CAP Distinctive Uniforms, or Business appropriate (suit & tie) as prescribed in CAPR 39-1, /Civil Air Patrol Uniform Manual/.

Billeting and alternate accommodations: Billeting TBD. Alternate accommodations include local Days Inn and Marriott Courtyard hotels.

Room and Meal Costs: Room cost for Billeting TBD. Room cost for alternate hotel or other accommodations are not included, and will be the responsibility of the individual. Meals will average \$10 - \$15 a day depending on individual preference. You must be prepared to pay for your room in advance or secure payment with a credit card.

Optional: Saturday Night Dinner Social at Otto's Brauhaus (pay your own way) features traditional German specialties, family favorites, and American cuisine. <http://www.ottosbrauhaus.com/>

Registration Fee: The final registration fee is not yet determined, however is estimated \$15-20 and may be paid in advance with Form 17 or, at the latest, at the time of registration. A receipt will be provided.

Physical Requirements: The SLS schedule is demanding. If you have special physical needs, please advise the SLS director immediately to assist you. Completing and returning the Emergency Data Sheet will also help us be prepared.

Graduation Requirements: Participation in all scheduled activities is required for graduation.

SLS Director and point of contact:

Capt. Sandra E. Brandon

Commander

Doylestown Composite Squadron 907

Phone: 215-340-1615

E-mail: CAP907th@aol.com

Fax: 215-340-9495 (Fax only the one page CAPF17, label top of CAPF17

"Attention: Carol" (no cover page is needed)

Life is a Leadership Laboratory

Janitor Offers Ten Lessons in Leadership

By Col James Moschgat (USAF)
12 Operations Group Commander

William "Bill" Crawford was an unimpressive figure, one you could easily overlook during a hectic day at the U.S. Air Force academy. Mr. Crawford, as most of us referred to him back in the late 1970s was our squadron janitor. While we cadets busied ourselves preparing for academic exams, athletic events, Saturday morning parades and room inspections, or never-ending leadership classes, Bill quietly moved about mopping and buffing floors, emptying trash cans, cleaning toilets, or just tidying up the mess 100 college-age kids can leave in a dormitory. Sadly, none of us gave him much notice, rendering little more than a passing nod or curt "G'moning!" as we hurried by. That changed one Saturday afternoon in 1976. In a book about World War I, I stumbled across an incredible story. Private William Crawford, assigned to the 36th Infantry Division, was fighting on hill 424 near Altavilla, Italy. "In the face of intense and overwhelming hostile fire... with no regard for personal safety... Private Crawford single-handedly attacked fortified enemy positions." ... "For conspicuous gallantry... at risk of life above and beyond the call of duty, the President of the United States..." "Holy cow", I said to my roommate, "I think our janitor is a Medal of Honor winner!" We all know Mr. Crawford was a WWII Army vet, but ... we couldn't wait to ask him. When we met Mr. Crawford bright and early Monday and showed him the story, he stared at it a bit, then quietly said, "Yep, that's me." Why didn't you ever tell us?, we asked. He thought a bit, then slowly replied "That was one day in my life and it happened a long time ago." I guess we all were at a loss for words after that. We had to hurry off to class and, well, Bill had chores to do. However, things were never again the same around our squadron. Word spread like wildfire among the cadets: Mr. Crawford, our janitor, had one the Medal! Those who had before left a mess for the janitor to clean up, started putting things in order. Most cadets routinely stopped to talk to Bill throughout the day and we even began to invite him to our formal squadron functions. Mr. Crawford changed too, moving with more purpose, flashing his crooked smile more often, and even getting to know most of us by our first names. As often happens in life, events sweep us away from those in our past. The last time I saw Bill was on graduation day in June 1977. As I walked out of the squadron for the last time, he shook my hand and simply said "good luck, young man." A wise person once said, "It's not life that's important, but those you meet along the way". While I haven't seen him in more than twenty years, I think of Bill Crawford often. He taught me many valuable and unforgettable leadership lessons. I would like to share 10 of them with you. Be Cautious of Labels. Labels you place on people may define your relationship to them and bind their potential. For years we labeled Bill "just a janitor"... but he was so much more. Therefore, be cautious of a leader how callously says, "Hey, he's just an airman." Likewise, don't tolerate the young officer who says, "I can't do that, I am just a lieutenant." Everyone Deserves Respect. Because of the "janitor" label we hung on Mr. Crawford, we wrongly treated him with less respect than others. He served better, not because he was Medal of Honor winner, but because he was a janitor, walked among us and was part of our team. Courtesy Makes a Difference. Be courteous to all around you, regardless of rank or position. Military customs, as well as common courtesies, help bond a team. When our perfunctory "hellos" became heartfelt greetings, Bill's demeanor and personality changed. It made a difference for all of us. Take Time to Know Your People. Life in the military is hectic, but that's no excuse for not knowing the people you work for and with. For years a hero walked among us at the Academy and we never knew it. Who are the heroes that walked in your midst? Anyone Can Be a Hero. Mr. Crawford certainly didn't fit a standard definition of a hero, he was "just" a private the day he won his medal. Don't sell people short; any one may rise to the occasion when duty calls. It's easy to rely on proven performers, but don't ignore the rest of the team. Today's rookie may be tomorrow's superstar. Leaders Should be Humble. Most modern-day heroes and leaders are anything but humble, especially on today's athletic fields. Not Mr. Crawford – he was too busy working to celebrate his past heroics. Leaders would be well served to do the same. You Won't Always Get What You (Think You) Deserve. We in the military work hard and we deserve recognition, right? Sometimes you must preserve, even without accolades. Don't pursue

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glory; pursue excellence. Private Crawford didn't pursue glory; he did his duty – and swept floors. No Job is Beneath a Leader. If a Medal of Honor winner could clean latrines and smile, is their any job beneath your dignity? Think about it. Pursue Excellence. No matter what task life hands you do it well. Dr. Martin Luther King said, "If life makes you a street sweeper, be the best street sweeper you can be." Mr. Crawford modeled that philosophy and helped make our dormitory area a home. Life is a Leadership Laboratory. Those you meet every day teach enduring lessons if you just take time to learn them. I spent four years at the Air Force Academy, took dozens of classes, read hundreds of books, and met thousand of great people... I gleaned leadership skills from all of them, but one I remember most is Mr. Bill Crawford and the lessons he unknowingly taught. Don't miss your opportunity to learn.

Coming Events

PA Wing Conference October 13-15 2006. Holiday Inn-Harrisburg East, 431 Lindle Road, Harrisburg, PA 17111. Hotel Reservations: 1-888-465-4329 or the hotel front desk at 1-717-939-7841 (make sure to tell them you are attending the PA Wing Conference to get the special rate of \$79.00 per night. Reservations can also be made online at <http://www.hieast.com/> . Registration cost is Officers \$10.00, Cadets \$5.00 and Banquet \$28.00. You may also find this information and the online registration at: <http://www.pawingcap.com/conference.htm>.

Captain Robert Gallagher is the contact person for the conference. His contact information follows;

Res. 215-357-5350

Bus. 215-625-5230

Page 215-691-0525

Email: thegallaghers@comcast.net or bgallagher@tuspm.temple.edu

NH Wing Conference Sept 23, 2006. Sheraton Tara, Nashua, NH. A change of command will take place at the conference.

Maj Penny Hardy

NHWG PAO

Maine Wing Unit Commander's Course: There is a Unit Commander Course scheduled for the 21 and 22 Oct 06. Lt Col Jeff Weinstein has been appointed Director. Please send CAP Form 17's to Maine Wing Headquarters, P.O. Box 5006, Augusta, ME 04332-5006. Lt Col Weinstein will be happy to answer any questions you have concerning the course. The course will be held at Camp Keyes, In Augusta, Maine. More information will be forthcoming as plans develop. Interested? Contact Lt Col Weinstein at jweinstein@mewg.cap.gov

If you have upcoming events that need to be shown in this area, please send the information to Maj Dennis Murray at dmurray@mewg.cap.net or to dwmurray1@verizon.net If you must send by USPS send to P.O. Box 220, Baileyville, ME 04694. Thank you. –Editor

IG School A Success!



The National IG, Col James Linker, Maj Merrie Knightly, Maj Kenneth Knightly and Col Chris Hayden, Maine Wing Commander.

Maine, Massachusetts, New Jersey, New York and the largest contingent came from Pennsylvania. The course director was Lt Col Peter Koch; his staff included Lt Col Edward LeFeber, the new NYW Logistics Officer, Lt Col (Dr) Lawrence Model, the NYW IG, and Maj Samuel Williamson, the NJW IG. Col Linker, who is only the fourth person to hold the position of National IG, made several presentations, including the final and fascinating *Highway of Expectations*. This intense weekend school covered numerous topics beginning with the history of the IG position whose origins go back to the reign of King Louis XIV of France in the mid 1600s. It began in the United States in 1777 when Gen George Washington directed the establishment of an Inspector General for the Army. Starting immediately on Friday evening, students signed in and after the preliminary work session encountered the legendary *pre-course* test. This test was followed up at the end of the course by the *post-course* test and a comparison of the scores was a strong indicator of the various instructors' ability to convey the course material. A complete review of the *Complaint Process* including the 10 steps came next, followed by the *Single Unit Inspection (SUI)* including interviewing, report writing, grading, and an explanation of the bell curve which illustrates the overall results of inspections to date. The course continued with a discussion on the *Self-Assessment Tool*, moved on to Wing-level inspections and finished with an in-depth look at *Complaint Closure*. Participants absorbed the relatively new concept of the IG as an *educator*. The NER IG School took place at Northeast Region Headquarters at Westover Air Reserve Base located in Chicopee, Massachusetts; this is also home to the Westover Composite Squadron, a gracious host. The participants stayed at the welcoming and comfortable *Flyer's Inn* on base over the weekend; the Inn is conveniently located near the uniform store and the bowling alley. Westover ARB has been operational since 1940 when it served as a bomber-training base and port of embarkation/debarkation in preparation for the country's planned



From PA Wing in order of rank: Lt Col Douglas Allen, Lt Col Arthur Merrell, Lt Col Ronald Tuman, Maj Alex Bodner, Maj Douglas Glantz, Maj Ronald Sharer, Capt Harold Roach, 1Lt Wayne Toughill.

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WESTOVER ARB, MA -- The recently appointed CAP Inspector General, Col James Linker, and the Northeast Region Commander, Col Robert Diduch, presented 23 graduates with their certificates recently at the conclusion of the Northeast Region Inspector General (IG) School. The NER Vice Commander, Col David Mull, and the NER IG, Lt Col Peter Koch, presented certificates to graduates who had completed the Senior Rating requirements for the IG Professional Development Track. Col Diduch is a graduate of the recent weeklong Inspector General College which took place at Kirtland AFB, Albuquerque, NM, and which he recommended highly to the participants. In his remarks he made a point of congratulating those non-IG students who attended the course for the purpose of learning more about the whole IG program, which has been gaining momentum since its redevelopment began in 2000. The participants represented more than half of the Wings in the NE Region, namely: Connecticut, Maine, Massachusetts, New Jersey, New York and the largest contingent came from Pennsylvania. The course director was Lt Col Peter Koch; his staff included Lt Col Edward LeFeber, the new NYW Logistics Officer, Lt Col (Dr) Lawrence Model, the NYW IG, and Maj Samuel Williamson, the NJW IG. Col Linker, who is only the fourth person to hold the position of National IG, made several presentations, including the final and fascinating *Highway of Expectations*. This intense weekend school covered numerous topics beginning with the history of the IG position whose origins go back to the reign of King Louis XIV of France in the mid 1600s. It began in the United States in 1777 when Gen George Washington directed the establishment of an Inspector General for the Army. Starting immediately on Friday evening, students signed in and after the preliminary work session encountered the legendary *pre-course* test. This test was followed up at the end of the course by the *post-course* test and a comparison of the scores was a strong indicator of the various instructors' ability to convey the course material. A complete review of the *Complaint Process* including the 10 steps came next, followed by the *Single Unit Inspection (SUI)* including interviewing, report writing, grading, and an explanation of the bell curve which illustrates the overall results of inspections to date. The course continued with a discussion on the *Self-Assessment Tool*, moved on to Wing-level inspections and finished with an in-depth look at *Complaint Closure*. Participants absorbed the relatively new concept of the IG as an *educator*. The NER IG School took place at Northeast Region Headquarters at Westover Air Reserve Base located in Chicopee, Massachusetts; this is also home to the Westover Composite Squadron, a gracious host. The participants stayed at the welcoming and comfortable *Flyer's Inn* on base over the weekend; the Inn is conveniently located near the uniform store and the bowling alley. Westover ARB has been operational since 1940 when it served as a bomber-training base and port of embarkation/debarkation in preparation for the country's planned



New Jersey Wing— 2Lt Charles Hardy, Maj Samuel Williamson and Maj Robert Green.

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entry into WWII. It is still the nation's largest Air Reserve base. It is currently the home of the 439th Airlift Wing whose C-5 Galaxies have been busy since 1987 flying humanitarian, disaster relief and military support operations. It boasts a two-mile long runway capable of accommodating the return of the Space Shuttle. Congratulations to all of the IG School participants.

Jacqui A. Sturgess, Maj, CAP
Director, Aerospace Education
Northeast Region



NEW York Wing: Maj Leonard Schindler, Capt Spencer Horn, Maj William Zilberman, Lt Col Peter Nicodemi, Lt Col Anita Martin, Lt Col (Dr) Lawrence Model and Capt Eric Steinberg.

Aerospace!



"Aerospace" refers to all flying activities, within the Earth's atmosphere and beyond.

"Aerospace Education" is *general* (not specialized) education concerned with communicating knowledge, skills, and attitudes about aerospace activities and the total impact of air and space vehicles upon society.

Congress realized a strong aerospace capability, in both military and civilian sectors, is essential to the national well-being. They entrusted Civil Air Patrol with the responsibility of informing and educating its own members, as well as the general public, about

aerospace issues. We need to support aerospace education for the general public, and also develop public understanding of the importance of being aerospace-aware and informed.



We are not trying to train professional aviators; we are giving the people of our country knowledge about air and space, and air and space travel.





NCASE

National Conference on Aviation
and Space Education

October 19 - 21, 2006
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Exploring New Worlds Together

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Information will be updated periodically - Please check back with us - or
even betterAsk to be on our email list! Send your request to Claudine
Edelblute at edelblute@si.edu